

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

June 23, 1998

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Jim Matteson, Phoenix, Chairman
Victor Mendez, ADOT
Debbie Kohn for William Bates, Avondale
Dan Cook for Patrice Kraus, Chandler
Randy Harrel, Fountain Hills
Tami Ryall, Gilbert
Ken Martin, Glendale
Doug Sanders for Harvey Krauss, Goodyear
Mike Cartsonis, Litchfield Park

Chris Plumb for Tom Buick, Maricopa County
Jeff Martin, Mesa
David Moody, Peoria
Scott Rigby for Dick Schaner, Queen Creek
Ken Driggs, RPTA
Steve Hogan, Scottsdale
Bill Parrish, Surprise
Harvey Friedson, Tempe

EX-OFFICIO MEMBERS ATTENDING

Intelligent Transportation Systems Committee:
Steve Hogan
*Intermodal Management System Working
Group: Dave Berry, Swift Transportation
Company
Pedestrian Working Group: Mike Branham,
Surprise

Regional Bicycle Task Force: Patrick
McDermott, Chandler
Street Committee: Ron Krosting, Mesa
Telecommunications Working Group: Debbie
Kohn

* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT
Jim Book, Glendale
Amy L. Rudinbaugh, Glendale
Eric Anderson, MAG
Dawn Coomer, MAG

Terry Johnson, MAG
Paul Ward, MAG
Harry Wolfe, MAG
Larry Keeler, Salt River Indian Community
Robert Ronzo, Salt River Indian Community

1. Call to Order

Chairman Jim Matteson called the meeting to order at 10:04 a.m.

2. Approval of Minutes of May 26, 1998 for the regular MAG Transportation Review Committee, and a Special Subcommittee Meeting

Mike Cartsonis noted that he was present at the May 26, 1998 meeting. Jeff Martin moved to approve the minutes with the correction mentioned, Bill Parrish seconded the motion, and the motion passed with Steve Hogan abstaining.

3. Approval of Consent Agenda

Committee members can request that an item be removed from the consent agenda. Consent items are marked with an asterisk. Steve Hogan moved to accept the consent agenda, Ken Driggs seconded the motion, and the motion passed unanimously.

*4. Status Report on ADOT Access Control Study on U.S. 60 South of the Superstition

Development is occurring on U.S. 60 south of the Superstition Freeway. Access control in this gateway corridor to the region is a major issue, and ADOT is in the process of developing an Access Control Plan. A scope of work for the study was included as an agenda attachment.

*5. Special Transportation Needs Study: Identification of Need

In June 1997, the TRC reviewed a scope of work for the MAG Special Transportation Needs Study. Transit Plus has been awarded a contract to complete this Study at a cost not to exceed \$80,000. The TRC, in cooperation with the MAG Human Services Technical Committee, will provide guidance for the Study. This project could establish a basis for the region to compete for funding for new welfare-to-work programs included in TEA 21. A copy of the first working paper that identifies special transportation needs was included as an agenda attachment.

*6. Partnering Session with ADOT on 2000-2004 Program

A partnering session has been scheduled with ADOT regarding project needs. The meeting is scheduled for 9:00 a.m. on Thursday, July 2, 1998 in the Saguaro Room at MAG; representatives of MAG member agencies will be invited to attend.

The current certification of MAG and TEA 21 specifies that ADOT needs to provide an estimate of the ADOT funding level targeted for this region. As part of the project development process ADOT will be requested to provide this estimate. Potential project needs will be discussed and forwarded to the MAG Transportation Review Committee.

*7. Proposed Amendment to the FY 1998-2002 MAG TIP

Subsequent to approval of the FY 1998-2002 MAG Transportation Improvement Program (TIP), seven federally funded Enhancement Fund projects have been identified that need to be added to the TIP in FY 1998, to be eligible to proceed in FY 1998. These projects are all exempt projects for air quality

conformity analysis purposes and only a “minor” amendment will be required, omitting the full public comment period. Upon approval of the consent agenda, it was recommended that the FY 1998-2002 TIP be amended to add the following federally funded Enhancement Fund projects in FY 1998: ADOT, Spence Ave at McAllister Ave, ASU project to construct a multi-use path linking existing ASU and Tempe bike lanes (\$67,288); ADOT, 17th Ave: Van Buren St to RR, DOA pedestrian improvements (\$575,000); Glendale, Grand Ave at 43rd Ave, billboard removal and pedestrian, bike, railroad and artwork (\$430,415); Guadalupe, Calle Magdalena: Calle Maravilla to Avenida del Yaqui, construct sidewalk and landscaping (\$180,000); Litchfield Park, Litchfield Rd Bypass: Indian School Rd to City of Goodyear, construct multi-use path and artwork (\$140,000); Maricopa County, Usery Pass Rd, construction of shoulder enhancements to provide safer bike lanes (\$300,000); and Phoenix, Central Ave: South Mountain Park to Jefferson St, construct and/or improve bike lanes, landscaping, rest areas, gateway and artwork (\$500,000).

8. Potential Considerations in Programming MAG Federal Funds

Results of the special subcommittee meeting of the TRC held just preceding the regular meeting were reported to the full committee for possible action. The committee agreed that some items could be acted upon this month, while others would need additional discussion.

When asked to consider the issue of public involvement in the programming process, Jeff Martin moved to recommend to develop a more pro-active public outreach process, Steve Hogan seconded the motion, and the motion passed unanimously.

When asked to consider continuation of the 70% allocation of federal funds for freeways, the committee discussed various issues. Harvey Friedson noted that staff should examine how different modes would fare with new TEA 21 funding. Steve Hogan posed that all projects currently in the ADOT program should be maintained, while any new projects would come from the new process. Jeff Martin suggested waiting until more information was available on funding levels from TEA 21. He added that completion of the freeways in a timely manner should not be forgotten in the pursuit of multimodalism.

Ken Driggs asked for a proactive response from ADOT regarding the use of their minimum allocation. Ken Martin noted the need to consider cost effectiveness when considering all options. Jeff asked that ADOT consider additional commitments to complete the regional freeway program. Ken Driggs moved to recommend that MAG should work with ADOT to ensure that suballocations of increased federal funds to the region are equitable. Jeff Martin amended the motion to include that the “donor/donee” fair share concept be applied to this metropolitan area. Ken Driggs agreed to the amendment, and Ken Martin seconded the new motion. The motion passed unanimously, with ADOT abstaining.

When asked if the TRC supports the concept of early guidelines for evaluating project requests, Jeff Martin moved to recommend including early guidelines in the project selection process. Steve Hogan seconded the motion, and the motion passed unanimously.

When asked if the TRC favors additional long term modal allocation, Jeff Martin moved to support long term modal allocation for transit. Steve Hogan seconded the motion, and the motion passed unanimously.

When asked to consider maximum dollar limits on projects and higher match rates on some projects, Steve Hogan moved to recommend that the project selection process should give more weight to projects with a higher rates of local match. Jeff Martin seconded the motion. Chris Plumb noted that projects should stand on their own merit in the prioritization process, and that simply because a project was funded did not mean that it was necessarily a good project. Debbie Kohn agreed, adding that small cities do not often have the funds available to increase a local match. Jim Matteson noted that the additional weight would be very small in the overall scoring process. The motion passed with Mike Cartsonis, Debbie Kohn and Harvey Kraus voting against the motion, and ADOT abstaining.

Steve Hogan moved to recommend the update of the MAG Congestion Management System, Jeff Martin seconded the motion, and the motion passed unanimously.

When asked to consider the importance of regionalism in project selection, Steve Hogan noted that regionalism needed further definition.

Steve Hogan moved to favor the selection of multimodal projects, and Jeff Martin seconded the motion. Jim Matteson asked the committee if they wanted to discuss how multimodal projects would be favored, and there was no discussion. The motion passed unanimously.

In closing, Jeff Martin moved that MAG should undertake a more proactive approach in securing new transportation funding. Steve Hogan seconded the motion, and the motion passed unanimously.

9. Major Investment Study Stakeholders Meeting for Restriping I-10 Between 59th Avenue and 7th Avenue

Terry Johnson addressed the committee, explaining that a stakeholder meeting will be held on this project. He added that all TRC members will be invited to attend.

10. Upcoming Management Agenda Items

Terry Johnson addressed the TRC, noting that all potential Management Committee agenda items were being addressed by the TRC.

11. Report by MAG Freeway Program Management

Eric Anderson addressed the TRC noting that no new active requests to change the Freeway Life Cycle Program were being processed. He added that ADOT was working on improving their discount factor methodology. In addition, Phoenix is proposing accelerating construction of the I-10/South Mountain ramps. Jim Matteson added that a meeting had been scheduled for this Friday to discuss this proposal. Eric continued by stating that a possible EIS on the Pima Freeway in Scottsdale could impact the

schedule for completion of this segment. He concluded by noting that ADOT will be preparing a certification in July to estimate HURF and RARF collections.

12. Closeout of FY 1998 MAG Federal Program for Freeways

Paul Ward addressed the committee to describe associated issues with the federal program for freeways. Chuck Eaton noted that there was a question of whether HOV lanes can be constructed on the Black Canyon with CMAQ funds if the potential exists for eventually making these lanes toll facilities. The committee discussed various options as outlined in the agenda.

Ken Driggs asked if the \$6.6 million could be loaned to pay for buses, with future allocations returning to freeways. After discussion, Ken moved to use the uncommitted funds for transit vehicles, with a commitment to later reimburse freeway projects. Ken Martin seconded the motion. Terry Johnson noted that this motion would advance transit vehicles from years four and five of the TIP, given the next agenda item. Chuck Eaton added that a final decision should not be made until all information was available about the potential use of CMAQ funds. Paul noted that option two, as listed in the agenda, could be used with Ken Drigg's option being used if option two was not possible. Jeff Martin moved to amend the motion to match Paul's suggestion, and Ken Driggs agreed to the amendment. Steve Hogan clarified the motion as follows: the first priority would be to use the funds for freeway priorities, including HOV or FMS projects. The second priority would be to use uncommitted funds for transit vehicles, with a commitment to later reimburse freeway projects. Chuck Eaton added that ADOT would prefer flexible options. The committee voted on the motion, and the motion passed unanimously.

13. Closeout of FY 1998 MAG Federal Program for Non Freeways

At the last TRC meeting, options were presented for closeout of the FY 1998 MAG Federally-Funded Program. All projects must be ready to be obligated and a final check was made for projects ready to be obligated. An updated list of four options for closing out FY 1998 was included as an agenda attachment. Jim Matteson noted that a range of funding was available. He asked the committee to consider the ranking of projects using option four as listed in the agenda attachment. Ken Martin noted that he thought that no new projects could be included, and questioned the inclusion of acceleration of the design portion of a Gilbert project. Jeff Martin moved to move two projects to the bottom of the list: "Increase federal share on Phoenix/Maricopa County Bell Road Project" and "Accelerate MAG Telecommunications project from FY 2001." David Moody seconded the motion. Ken Martin noted that the priorities as listed in the option were satisfactory, except for the acceleration of design which appeared to be a new project. Ken Driggs added that telecommunications was important, and should be placed above advancement of transit vehicles. Steve Hogan added that the Gilbert project was not a new project, and Tami Ryall concurred. Harvey Friedson added that this argument was not relevant due to the amount of the funding, and noted that it was important to help the smaller communities with their projects. Debbie Kohn expressed agreement with Ken Drigg's recommendation for placement of the telecommunications project in the prioritized list.

Jim Matteson continued by reading the priorities listed in order as discussed by the committee, with the telecommunications project being moved to just above the transit vehicles acceleration, and the Bell Road

project being moved to the bottom of the list. Chris Plumb noted that all federal funds for the Bell Road allocated to the County were going towards this project, and asked if Phoenix would have any problem with maintaining the local share. Jim Matteson noted that there would not be a problem. The motion was amended to the following: "Recommend action to amend the FY 1998-2002 MAG TIP to include the following projects in FY 1998: (1) MAG/RPTA Telecommuting and Teleconferencing Program (CMAQ \$1,320,000, Local \$89,800); (2) Design of the bicycle project on Dobson Road from Elliot Road to the Western Canal (CMAQ \$75,000, Local \$8,000); (3) Downtown Tempe Special Event Traffic Control system (CMAQ \$1,600,000, Local \$100,000); (4) Design of Gilbert traffic signal project (CMAQ \$95,000); and to recommend the following ranked priorities for uncommitted FY 1998 funds: (1) Accelerate transit vehicles from FY 1999 (\$3.59 Million); (2) Accelerate the design of pedestrian projects (\$0.15 Million); (3) MAG transportation planning and air quality studies (\$0.50 Million); (4) Accelerate Tempe Traffic Control project from FY 2001 (\$1.60 Million); (5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 (\$0.07 Million); (6) Accelerate design of Gilbert traffic signal project from FY 2002 (\$0.10 Million); (7) Accelerate MAG Telecommunications project from FY 2001 (\$0.48 Million); (8) Accelerate transit vehicles from FY 2000 (\$5.39 Million); (9) Accelerate transit vehicles from FY 2001 (\$5.63 Million); and (10) Increase federal share on Phoenix/Maricopa County Bell Road project (\$0.48 Million)."

The motion passed with Ken Martin voting against the motion.

14. Recommendation for Low-Cost Projects on the State Highway System

Paul Ward addressed the committee, referring to the agenda attachment. He distributed a list of additional projects not included in the attachment. Jim Matteson asked if this topic had already been addressed by the TRC at the sub-committee level, and Paul responded that it had several years ago, noting that many of the recommendations had already been implemented. Jeff Martin moved to create a sub-committee to address the topic, Ken Martin seconded the motion, and the motion passed unanimously. Jim noted that MAG staff would work with Victor Mendez to include the district engineers in the meeting, and that a letter would be prepared to send to all TRC members.

15. Designation of Southwest Passage Corridor for Federal Funding

Harry Wolfe addressed the committee to provide background information on the Southwest Corridor which would extend between Los Angeles and Houston. Victor Mendez introduced Wayne Collins to provide some information on the ADOT perspective on this issue. Wayne noted that the governor is creating a task force to address this corridor. He said that the major issue is where funding will go, which would be addressed by a memorandum of understanding between the affected states of California, Arizona, New Mexico and Texas, along with affected MPOs in these states.

Steve Hogan asked what the implications would be for funding in this region, and asked where the money to finance improvements in the corridor would come from. Harry responded that high priority projects which would affect the corridor would need to be identified. Debbie Kohn moved to recommend to the Management Committee to endorse the designation of the Southwest Passage Corridor for federal

funding under TEA 21. Steve Hogan seconded the motion, and the motion passed with ADOT abstaining.

16. New Regional Transportation Funding Opportunities

Terry Johnson addressed the committee, noting that a coordination meeting between ADOT, Councils of Governments and Metropolitan Planning Organizations will take place on July 10, 1998. Ken Driggs asked if an extension of the ½ cent sales tax, split equally between freeways and transit, was included in the MAG Long Range Transportation Plan. Terry responded that the regional transit plan is based on approximately 1/4 cent from various sources. Ken added that different options may be helpful in considering, and a sub-committee may be appropriate to address these options. Harvey Friedson agreed that a sub-committee was appropriate. Terry responded that a meeting notification letter would be sent to TRC members.

17. Status Report of TEA 21

Terry Johnson addressed the committee, noting that funding levels were still uncertain under the new legislation.

18. Report on Transit Issues

Ken Driggs reported on recent transit activities. He noted that the Central Phoenix/East Valley MIS is moving forward to the next phase, although they are re-advertising for the preliminary engineering portion of the project due to a consultant filing a grievance. He also provided an update of HB 2565.

19. Next Meeting Date

The next regular TRC meeting is scheduled for Tuesday, July 28, 1998 at 10:00 a.m. in the MAG Office, Saguaro Room.